

~~CONFIDENTIAL~~

873

MILITARY AIR FORCE REPORT

Classification changed to ~~CONFIDENTIAL~~  
Auth: C 48 a 3  
Init:                       
Date: 14 Oct 43

IMPORTANT: This report will be compiled in triplicate by                      Forces in operation within 48 hours of the time an aircraft is officially reported missing.

- ORGANIZATION: Location AAF Station 106; Command or Air Force VIII  
Group 384th; Squadron 540th; Detachment
- SPECIFY: POINT of Departure AAF Station 106; Course As Briefed  
Intended Destination Anklam, Germany; Type of Mission Combat
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF LOSS OR WHEN LAST REPORTED:  
1/10 to 3/10 - Visibility 20 miles.
- GIVE: (a) Date Oct 43 Time 1235; and Location 54°38' N, 9°40' E  
of last known whereabouts of missing aircraft.  
(b) Specify whether (X) Last Sighted; ( ) Last contacted by Radio;  
( ) Forces Down; ( ) Seen to Crash; or ( ) Information not Available.
- AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one (X) Enemy Aircraft; ( ) Enemy Anti-Aircraft; ( ) Other Circumstances as follows 2 chutes out 54°38'N 10°05'E. 6 chutes out 54°38'N, 09°40'E. 1 chute as A/C went into spin. Tail gun still firing. 14000 Stabilizer & L. Rudder show away.
- AIRCRAFT: Type, Model and Series -17F; A.A.F. Serial Number 42-29712
- ENGINES: Type, Model and Series                     ; A.A.F. Serial Number (a) 42-80750  
(b) 42-77862; (c) 43-56120; (d) 42-80769
- INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)  
(a)                     ; (b)                     ; (c)                     ; (d)                       
(e)                     ; (f)                     ; (g)                     ; (h)
- THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X  
or (b) Non-Battle Casualty
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers                     ; Total 10  
(Starting with pilot, furnish the following particulars; If more than 10 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

Crew Position	Name in Full (Last Name First)	Rank	Serial Number
<u>EUS</u> Pilot	<u>Calnon, Mark Brooks</u>	<u>2nd Lt.</u>	<u>0-663846</u>
<u>EUS</u> Co-Pilot	<u>Barnes, Vernon Dale</u>	<u>2nd Lt.</u>	<u>0-679025</u>
<u>EUS</u> Navigator	<u>Kualer, Ted Harold</u>	<u>2nd Lt.</u>	<u>0-749390</u>
<u>EUS</u> Bombardier	<u>Hasler, Lowell Clarence</u>	<u>2nd Lt.</u>	<u>0-676219</u>
<u>EUS</u> Top Turret	<u>Rolleri, John D.</u>	<u>T/Sgt.</u>	<u>31104738</u>
<u>KIA</u> Radio Operator	<u>Patterson, Billie Bob</u>	<u>T/Sgt.</u>	<u>38237217</u>
<u>KIA</u> Ball Turret	<u>Lopez, Sam (NMT)</u>	<u>S/Sgt.</u>	<u>18016080</u>
<u>EUS</u> Tail Gunner	<u>Lendoiro, Cesara Garcia</u>	<u>S/Sgt.</u>	<u>12158096</u>
<u>EUS</u> Right Flexible Gun	<u>McGottigan, John Aloysius, Jr.</u>	<u>S/Sgt.</u>	<u>33338048</u>
<u>EUS</u> Left Flexible Gun	<u>Henrickson, Robert Marshall</u>	<u>S/Sgt.</u>	<u>6912415</u>

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Name in Full (Last Name First)	Rank	Serial Number	Contacted				Check Only One Column	
			by Radio	Last Sighted	Saw Crash	Saw Forced Landing		
<u>1. Harry, William Russel</u>	<u>1st Lt.</u>	<u>0-515826</u>		<u>X</u>				
<u>2. Kelly, James Henry</u>	<u>Capt.</u>	<u>0-665313</u>		<u>X</u>				
<u>3. Carpenter, Walter Richard</u>	<u>2nd Lt.</u>	<u>0-533026</u>		<u>X</u>				

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used 9; (b) Persons were seen walking away from scene of crash                     ; or (c) Any other reason (Specify)                     

13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT. See Par. (5)

15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE                     

Date of Report 11 October 1943

J. R. Wyatt  
(Signature of Preparing Officer)  
J. R. WYATT,  
1st Lt., Air Corps,  
Asst. Adjutant.

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INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: LINDOIRO, Cesario Garcia  
Rank: S/Sgt.  
Serial number: 12158096  
Position: Crew (Bomber) ~~Right (Bomber)~~: Tail Gunner

Did he bail out? \_\_\_\_\_

Where? \_\_\_\_\_

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: \_\_\_\_\_

Was he injured? YES

Where was he when last seen? west

Any hearsay information: \_\_\_\_\_

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: 5

Dates and destinations if possible: \_\_\_\_\_

\_\_\_\_\_ MAY 1954 \_\_\_\_\_  
\_\_\_\_\_ \_\_\_\_\_

Dear Sir:

I was wounded by machine gun  
and 20MM in the left arm + left  
leg. In the face and in the eye.

The ship was disabled and I  
was so near unconsciousness I  
went out waist door. If any more  
information desired please let me help  
you.

Robert W. Demuth

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **LOPEZ, Sam (MHI)**  
Rank: **S/Sgt.**  
Serial number: **18016080**  
Position: Crew (Bomber) ~~xxxxxxxxxxxx~~: **Ball Turret Gunner**

Did he bail out? NO

Where? \_\_\_\_\_

If not, why not? SKIPPED OUT

Last contact or conversation just prior to or at time of loss of plane: WAS  
DEPARTING

Was he injured? YES

Where was he when last seen? WAS

Any hearsay information: DISABLED

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: 3

Dates and destinations if possible: \_\_\_\_\_

RUSSIA

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: PATTERSON, Billie Bob  
Rank: T/Sgt.  
Serial number: 38237217  
Position: Crew (Bomber) ~~on flight (Fighter)~~: Radio Operator

Did he bail out? NO

Where? \_\_\_\_\_

If not, why not? NO

Last contact or conversation just prior to or at time of loss of plane: \_\_\_\_\_

UNCERTAIN

Was he injured? YES

Where was he when last seen? RADIO ROOM

Any hearsay information: \_\_\_\_\_

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

WAIT FOR MR MCGEEHAN

Total number of missions of above crew member: 5

Dates and destinations if possible: CANAL ZONE

LAKE CHARLES, MISSISSIPPI

OUTRIGGER

*Billie Bob Patterson  
Radio Operator  
AFMFA-11*

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **PATTERSON, Billie Bob**  
 Rank: **T/Sgt.**  
 Serial number: **36237217**  
 Position: Crew (Bomber ~~XXXXXXXXXXXX~~): **Radio Operator**

Did he bail out? Unknown

Where? \_\_\_\_\_

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: \_\_\_\_\_

on back of sheet.

Was he injured? Yes.

Where was he when last seen? Entering the waist of the plane.

Any hearsay information: on back of page.

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: Five.

Dates and destinations if possible: Nantes France Sept. 23, 1943

Essen Germany Sept. 27 Bremen Germany Oct. 8

Essen Germany Oct. 2 Frankfurt Germany Oct. 9

1.

When the order to bail out was given, I entered the bomb bay to release the Bomb Bay doors, which were badly shot up to the extent I could look through them. Patterson stood in the Radio Room leaning into the Bomb Bay and watched while I attempted to get the doors open. His face was covered with blood, and from the way he moved, he must have been hit in the body as well. He was able to stand and walk. When the doors failed to release, I motioned to him to leave through the waist. He understood my motions, acknowledged them, turned and went into the waist. That was the last time I saw him. I entered the cockpit again intending to leave through the <sup>nose</sup> waist hatch, when I thought McGettigan, the asst. Radio Man who had been earlier reported wounded in the head, might be in need of my assistance. I entered the Bomb Bay again, and with my chest chute attached could not squeeze between the Bomb Bay Racks. I was in the process of climbing around them, when the ship made a violent motion, my wounded leg gave away and I fell from the catwalk. My head cleared and I found myself outside in the sunlight. I opened my ~~own~~ chute and hit the ground to be captured immediately, not having enough time even to unfasten my harness. I was taken to a local jail where I met my pilot, copilot, bombardier, Asst. Radio Man, and Asst. Eng. We were kept in the yard until dark and then taken to a hospital at Schleswig Holstein. Most of the patients were Russians. The two other enlisted men and myself were kept here, and the officers were taken away. I remained there for five days and was taken to Pulay Luft After spending two days in the lock up, I attained a high fever and was removed to Holmark, a hospital a few miles from the lock up.

2: Here I was locked up in an attic Room and remained there for two weeks, after which time a German Capt. and First Lieut. came to interrogate me. They showed me a roster of my crew and had a cross marked after the names of Patterson, Lopez, and Lendaro. I asked them the meaning of the crosses, and they explained that the crosses indicated the three men were dead. I asked them how they died, and where the bodies were found, but they said they could tell me nothing. That is the only definite news I have heard about their being a live or dead.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **LOPEZ, Sza (MI)**  
 Rank: **S/Sgt.**  
 Serial number: **18016080**  
 Position: Crew (Bomber) ~~Radio Operator~~: **Ball Turret Gunner**

Did he bail out? Unknown

Where? Unknown

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: \_\_\_\_\_

Take off time at the base

Was he injured? Unknown

Where was he when last seen? \_\_\_\_\_

Any hearsay information: Other page

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: \_\_\_\_\_

Dates and destinations if possible: Nantes France Sept. 23, 1943

Ender Germany Sept. 27 Bremen Germany Oct. 8

Ender Germany Oct. 2 Hannover Germany Oct. 9

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **LENDIRO, Cesareo Garcia**  
 Rank: **S/Sgt,**  
 Serial number: **12158026**  
 Position: Crew (Bomber) ~~XXXXXXXXXXXX~~: **Tail Gunner**

Did he bail out? Unknown

Where? \_\_\_\_\_

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: \_\_\_\_\_

Was he injured? \_\_\_\_\_

Where was he when last seen? \_\_\_\_\_

Any hearsay information: On Page I.

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: 5

Dates and destinations if possible: Nantes France Sept. 23, 1942

Emden Germany Sept. 27. Bremen Germany Oct. 8.

Emden " Oct. 2. Flaklow " Oct. 9.